

City of Coral Gables City Commission Meeting
Agenda Item F-8
June 13, 2023
City Commission Chambers
405 Biltmore Way, Coral Gables, FL

City Commission

Mayor Vince Lago
Vice Mayor Rhonda Anderson
Commissioner Melissa Castro
Commissioner Ariel Fernandez
Commissioner Kirk Menendez

City Staff

City Attorney, Cristina Suárez
City Manager, Peter Iglesias
City Clerk, Billy Urquia
Public Works Director, Hermes Diaz
Assistant Public Works Director, Melissa DeZayas

Public Speaker(s)

Janet Fernandez
Maritza Jacobson
Joanne Marr
Karelia Carbonell
Sheryl Gold

Agenda Item F-8 [12:12 p.m.]

Consideration of an application for the issuance of a Special Certificate of Appropriateness for the property at Balboa Plaza, a Local Historic Landmark, located at the intersections of Coral Way (a Local and State Designated Highway and a contributing resource within the “Coral Way Historic District”), De Soto Boulevard, South Greenway Drive, and Anderson Road. The application requests

design approval for the alteration of the historic street grid and the introduction of a vehicular roundabout.

Mayor Lago: So, moving on to F-8, time certain item, 11:30.

City Attorney Suárez: Mayor, F-8 is consideration of an application for the issuance of a Special Certificate of Appropriateness for the property at Balboa Plaza, a local historic landmark located at the intersections of Coral Way, a local and state-designated highway, and a contributing resource within the Coral Way Historic District, DeSoto Boulevard, South Greenway Drive, and Anderson Road. The application requests design approval for the alteration of the historic street grid and the introduction of a vehicular roundabout. Mayor, if you allow me, because this is a unique situation, it doesn't come before the Commission very often, I'd just like to give a little bit of an explanation.

Mayor Lago: Of course.

City Attorney Suárez: So, as you may recall, several years ago, the Commission designated historic -- or the City Plan was designated historic, and there is a process in our Zoning Code for amendments to the historic City plan. And so what that process dictates is that it goes first to the Historic Preservation Board for their review, and a recommendation is made. The recommendation of the Historic Preservation Board was to not recommend approval by a 7 to 1 vote. The City Commission and the Historic Preservation Board should review the proposed amendments to the City Plan under a balancing of interests test weighing the following factors: historic integrity, development, and public purpose. Just want to make sure that you understand this is not an appeal. This is not when you have a decision by the Historic Preservation Board that comes before you, and you're bound by the record below. This is different. You are all deciding whether to approve the Special Certificate of Appropriateness. This is a quasi-judicial item, so any witnesses should be sworn in, and any ex parte communications should be disclosed.

City Manager Iglesias: Mayor, the County is downstairs. They're coming up shortly. They went to extend their parking.

Mayor Lago: Okay. Mr. Clerk, I'd like to put on the record that I received probably about half dozen emails both in favor and against in regards to Item F-8.

Vice Mayor Anderson: Same here, City Clerk.

Commissioner Fernandez: Same.

Commissioner Castro: The same here. Same here.

Mayor Lago: So, the entire Commission, same. Madam Assistant Director, how are you?

Assistant Public Works Director DeZayas: How are you?

Mayor Lago: Thank you for being here.

Assistant Public Works Director DeZayas: So, we have the County here. They're going to be doing a short presentation on the project just so that you know, you're aware of what's being proposed. The City has been working with them.

City Attorney Suárez: Ms. DeZayas, I think we should wait so that everyone can be sworn in, if that's okay, Mr. Mayor.

Mayor Lago: All right.

Commissioner Fernandez: All right, it's okay.

Mayor Lago: We're ready.

City Clerk Urquia: All right, all those who will be testifying on this item, please stand and raise your right hand. Anyone who will be speaking on this item, please stand and raise your right hand. Do you swear or affirm that the testimony you'll provide today will be the truth and nothing but the truth?

(COMMENTS MADE OFF THE RECORD)

City Clerk Urquia: Thank you.

Mayor Lago: Good afternoon. Thank you for being here with us.

Janet Fernandez: Good afternoon.

Mayor Lago: You have -- please speak into the microphone, your name.

Ms. Fernandez: Yes, good afternoon, my name is Janet Fernandez. I'm with the Miami-Dade County Department of Transportation and Public Works. Hermes, how do I move the presentation?

Public Works Director Diaz: Here.

Ms. Fernandez: Okay. Okay, I'm coming to the board today to present a project that Miami-Dade County is proposing at the intersection of Coral Way and Anderson. The reason why this item came here is because Coral Way, as you know, is designated a historic road by the Florida laws and the County ordinance. Specifically, there's no issues with the project that we're proposing

since the law of Florida just prohibit improvements when you have state funds. In this case, we're using road impact fees for the improvement that we're proposing. And with respect to the County ordinance, it just says that you're not allowed to expand the plazas or remove any trees. So, as a result of us having to come to the historic board for Coral Gables, we had to do some research on how the area had changed and specifically why the project was proposed. This is basically an aerial view of 1994. You have some development on the southeast corner that was implemented since then, but basically, the only corner that hasn't changed is the Granada Golf Course on the northeast side. Another photograph from 2007 and the present. This is some data with respect to the daily traffic along Coral Way and how the population has changed since 1990 to the present. Basically, this intersection is free flow for Coral Way and sub-control for the side streets. There's no pedestrian crossings at the moment along Coral Way. The photo on the north is looking eastbound and the one on the south is looking westbound. The purpose of this project and the reason why this project was generated is because the County received, as well as the City, a lot of requests from the residents, various requests from the residents that there were crashes at this intersection. As a result, several studies have been done, and they all lead to this improvement, which is to propose a roundabout at this intersection. I have added here some data of the dates that the numerous requests that we have received and some of the studies that have taken place. As you can see here, the most predominant crash at this intersection is angle crashes, for which in this case, you had a total of 24 angle crashes for three years. As you can see here, we received a request in 2006. In 2014, the City conducted a study. In 2018, County re-evaluated. And in 2023, we get to re-evaluate again and implement the project or trying to implement the project. This is some of the studies that have been done with the crashes that have taken place at this location. The recommendation, as I mentioned before, is still the same because this type of treatment is considered to be the best one to address the safety concerns that you have at this intersection, while at the same time, allow the flow that you have along Coral Way to continue. Just some examples of the crash -- the crashes taking place in 2016 and 2017. And these are additional safety studies that have taken place. As you can see, angle crashes are still predominant, the predominant type of crashes. What's been proposed is a roundabout. As you can see, this is not going to have -- it's not going to be stop controlled. It's going to behave just like the roundabout at Segovia, where all legs are supposed to yield. In addition, you're going to have crossings at all four legs, pedestrian crosswalks for all four legs of the intersection. Just to have a comparison, I've added an aerial view of the intersection now versus how it's going to look with this project. As you can see, this project will propose additional green area, therefore you have less impervious area, and you're going to have crossings along the four legs. The landscaping that the County does on these type of standard projects is just regular landscaping. However, if the City desires to later on do something special for the circle, I mean, that's -- that will be up to the City to install and maintain. This is just -- these are just samples of what we typically do. And definitely the design of the roundabout is going to have lighting. The County pays for standard lighting; in other words, the conventional lighting that you see in any typical street. However, we have been in coordination with the City Public Works Department to replace them -- instead of proposing conventional lighting, just propose decorative lights, something similar to -- and I think there was an example here, but something similar to what you have there now on Coral Way. On the west side of the intersection, we need to have the low type of lighting, pedestal type because of the canopy that

you have there. And then on the west side, the rest of the legs of the intersection, we're planning to have the taller type of lights -- light poles. Basically, this is the presentation, and we're coming to you because we need a decision in order to proceed with the design.

Commissioner Menendez: I just have a quick question, if I may, through the Chair. In terms of those types of circles, is it a single lane? I'm not a fan of double lanes like we have on Segovia because that's just chaos. People can't maneuver those very well. Hermes, anybody?

Public Works Director Diaz: (INAUDIBLE).

Ms. Fernandez: It is a single -- I'm trying to put this -- how do I put this? It is a single lane in this direction. I'm going to try to put the...

Commissioner Menendez: Yeah. Because nobody knows how to maneuver double lane circles. They cross over, crash into each other.

Vice Mayor Anderson: And the paint wears out very quickly.

Commissioner Menendez: No, they just -- the one on the inside's making an exit in front of the one on the outside. So, just try to keep things as simple as possible in terms of design.

Ms. Fernandez: But yes, it's going to be a single lane entering and a single lane circulatory through the roundabout, yes.

Mayor Lago: Mr. Manager, is there a presentation from staff? From our staff?

City Manager Iglesias: Yes, we're trying to get that up.

Mayor Lago: Okay. Would you like to have public comment first?

City Attorney Suárez: I think you should probably just have staff present, Mr. Mayor.

Ms. Fernandez: So, here you can see that you have a single lane entering all directions and a single lane (INAUDIBLE).

Commissioner Menendez: Okay, (INAUDIBLE).

Assistant Public Works Director DeZayas: Okay, so staff doesn't have a presentation. What we had was just a single slide at the end of the presentation that showed examples of the type of lighting that we've been working with and would deal with to get. So, an example of the lighting that we're looking at is one on Le Jeune and Miracle Mile. It was just one slide with two pictures. And it's basically a black light. It's a little bit more decorative. It's something that we have in certain locations of the City. One of the locations, I believe, for a sample of the pedestrian light,

it was by the Plaza. They have some shorter black pedestrian lighting. They're very attractive fixtures. They're part of samples in the FPL catalog that we can use. And the taller lights would be the ones that you see on Le Jeune.

Mayor Lago: So, quick question, in regards to landscaping, would we be restricted as a City in regards to frangibility, or what we would be interested in putting in that island?

Ms. Fernandez: Anything that you propose for the center of the circle has to meet sight distance visibility requirements. As long as that's met, you can place -- I mean, the City's going to maintain...

Mayor Lago: Because I would -- I wouldn't want to put a palm tree there. I'd like want to put something that provides a little bit more shade, that kind of -- it goes with what we have, the feel that we have on Coral Way, which is a beautiful kind of promenade that leads people into our city. I think it would be something nice to have. If we -- again, you told us that any additional landscaping the City would have to come up with it. We can work on that, that's fine. But I just want to put my opinion on the record so people, especially in the Commission, who have the same idea or oppose it can give me some ideas on what they recommend. I think the palm trees would just be -- I don't think it would be something that would look beautiful. I think we should have something a little bit more shade, maybe some color.

Vice Mayor Anderson: Through the Mayor, I mean, you can look at some of the circles on Maynada.

Mayor Lago: Yeah.

Vice Mayor Anderson: I mean, we have some gorgeous stuff that we can put in there that you can't necessarily appreciate elsewhere, because at least here, then you'd have the sight lines. And I wanted to point out a couple of things that I noticed in the presentation. Over 25 percent of the accidents involve injuries at this intersection right now. For pedestrians, it's a horror trying to get across there because, well, the design of the Plaza made sense back when George Merrick was here. He didn't anticipate how much development was going to continue out west. No one did. I mean, I remember when the Palmetto Expressway was just a two-lane highway. So, the other thing is you need to anticipate too that there is going to be a push for more shade trees to be planted along that pedestrian walkway. So, you might want to rethink which lights you put there to anticipate that there's going to be more canopy in the future. Last comment, is the bus stop being fixed as part of this?

Assistant Public Works Director DeZayas: So, part of the plans that are shown that we've been working with the County, they do have connectivity to the bus stop. So, right now, it's basically just a bus stop with no way of getting to it. Part of the plans would add accessibility for that.

Vice Mayor Anderson: That's a really important point because there's no way for an individual in a wheelchair to access or get to that bus stop. And I've crossed that street and it's like playing dodgeball trying to get across. You have to run across because the drivers can't see you because we have these nice historic monuments, and I think that the circle will help solve that problem with the way the crosswalks are designed right now. I've walked that entire site, you know, with the team previously, and we looked at many of these issues.

Public Works Director Diaz: And if I may add to the question of landscaping, obviously subject to this Commission approving for the project moving forward, we already engaged a landscape architect, and we have a proposal which will proceed with the design, which obviously, we'll have to share with the County to make sure that it works within their visibility parameters and tracks angles and stuff like that.

City Manager Iglesias: And Mr. Mayor, to answer your question, we're looking at enhanced lighting...

Mayor Lago: Okay.

City Manager Iglesias: Enhanced landscaping.

Mayor Lago: Okay.

City Manager Iglesias: And working with the County on that.

Mayor Lago: Okay. Mr. Clerk, can we have some public comment?

City Clerk Urquia: Yes, sir.

Mayor Lago: Okay, thank you.

City Clerk Urquia: First speaker is Maritza Jacobson.

Mayor Lago: Thank you for being here.

Maritza Jacobson: Thank you. Thank you for (INAUDIBLE). Okay, I'm Maritza Jacobson. My husband, Robert, and I are residents and owners at 2401 Anderson Road, Apartment 1, since 2002. Our building is directly in front of this intersection. My husband is also on the board of directors of our building, and I have Juan Parada here, who is also on the board of directors of our building. We are writing this letter on behalf of ourselves and the Board of Directors of Avignon in the Gables in support of the roundabout. I was present at both the HPB meeting of March 16, 2023, and the recent Transportation Advisory Board meeting to present our support for this roundabout. Over the last 21 years, we have witnessed hundreds of accidents in this intersection including rollovers. My husband and I use this intersection regularly to walk our dogs on the golf course

and drive through it only if absolutely necessary, preferring to go the back way to Granada in order to head west on Coral Way. This intersection is extremely dangerous for both drivers and pedestrians with the high rate of speed of the cars on Coral Way. These cars are blind to the cars and pedestrians trying to cross Coral Way, both from Anderson Road and South Greenway, until they are at the intersection, which is the cause of all these accidents. Additionally -- and I didn't put this in the letter because someone reminded me -- coming out of our garage, which is on Anderson, you look both ways, but the people that are crossing South Greenway and crossing Coral Way from South Greenway, speed up. So, I personally had a car accident there about five years ago where somebody right -- T-boned me as I was making a left turn because I looked to the left, looked to the right, looked to the left, and before I knew it, that person was right on top of me. We were very distressed that the roundabout was turned down during the Historic Preservation Board meeting and that priority was given to the aesthetics and historic aspect of this intersection rather than the safety of the residents. We are all for historic preservation and the importance that is given to it is one of the reasons we moved to Coral Gables over 30 years ago. But historic preservation needs to take into consideration public safety. Our population and traffic patterns have changed significantly since these plazas were built, as Commissioner Anderson mentioned. Various proposals have been discussed over the many years that the safety issue of this intersection has been raised. The roundabout seems to be the most viable solution. Miami-Dade County, in coordination with the City's Transportation Board, have approved it, and it is my understanding that the County is funding most of the cost of this project. We urge you to approve the roundabout and accept the County's proposal and the City's Transportation Advisory Board recommendation.

Mayor Lago: Thank you very much for being here. Thank you so much.

City Clerk Urquia: John Parada.

Ms. Jacobson: Yeah, he was (INAUDIBLE).

City Clerk Urquia: Okay. Joanne Marr.

Joanne Marr: I might open with a question coming from the historic perspective. Will the monumental -- I'm not sure what to call them, the pillars, will those remain when this circle is created?

Vice Mayor Anderson: Yes.

Mayor Lago: Yes, they will.

Ms. Marr: Okay. I can certainly appreciate all the concerns of -- safety concerns mentioned. Absolutely. My concern is that the Historic Preservation Board heard things that caused them enough concern to vote it down 7 to 1. So, I am hoping that as you think about this, that we don't end up with some -- that both needs can be met, that we don't end up with something that looks super modern, that all of the surrounding historic structures can remain. And I was happy to see

that, at least in the proposal, we're talking about more green space rather than less. And I love what I'm hearing about planting, you know, something significant and beautiful and colorful in the circle. So, if there's a way to work together to create something and get it done and not obliterate one for the sake of the other, then that has my support. I came here this morning to say, absolutely, absolutely not, not, not. But now after I'm hearing this, I've got to say, you know, we do have to take both things into consideration. I just hope that very serious consideration will be given to the historic integrity of that circle.

Mayor Lago: That's the plan.

Commissioner Menendez: Absolutely.

Mayor Lago: The monuments will not be touched.

Vice Mayor Anderson: Right. Having done a walking tour of it, the plan -- having done a walking tour of the plan, I can tell you that it doesn't impact those monuments.

Mayor Lago: And we're going to plant something beautiful, and I promise it'll look very nice in context with the City.

City Clerk Urquia: Karelia Carbonell.

Mayor Lago: Good afternoon, Ms. Carbonell.

Karelia Carbonell: Good afternoon. I'm here representing the Historic Preservation Association of Coral Gables. I was involved -- or our organization has been tracking this since last March 15th, when it was brought up at the Historic Preservation Board. And as you have learned, it was denied the request to alter that area. And I -- you know, as far as our position, it has not changed. And I'll just read what I have written here. But again, this is not to minimize, obviously, the safety issue and the public safety and of course, residents and how, you know, it impacts their life and lifestyle. But again, we have to take into consideration that if we do an aggregate number in terms of accidents there, and you know, if we take a full stretch of six years, I think, as the numbers have shown, it's really less than 1 percent of accidents. Again, not to minimize one accident is enough, but in terms of what we're dealing with -- and again, it's not about not mitigating the situation, but in terms of the design of that roundabout. And again, I hear that the structures aren't going to be touched, but again, I want to put on record our position. HPACG asked the City Commission to affirm the Historic Preservation Board's recommendation to deny request for design approval for the alteration of the historic street grid and the introduction of a vehicular roundabout. Remember, that street grid is also historic. So, even if those pillars won't be touched, you are going to tinker with the historic grid. And we do live in a historic city, and we have to then balance historic with safety. Again, it's not that mitigating the safety issue shouldn't be a priority, but why is a roundabout the first option? And that's really, if you read the transcript from March 15th at the Historic Preservation Board, that is what really prompted the vote. Why the roundabout as the

first mitigating option? Why not other options? Why haven't other options been discussed? Now I hear that there's a lot of -- been discussions back and forth for many years, but at least that hasn't been, you know, what residents have heard. And if I can just go on, please. The roundabouts are not the end of all traffic mitigation. On March 14th, actually the day before the Historic Preservation Board meeting, this Commission, there was a traffic discussion about roundabouts and traffic calming. And the discussion was that sometimes they're hindrances, and people actually speed over them, and they don't yield or stop. There's a roundabout, if you -- you know, you're coming out of that street, you know, you take a right, there's a roundabout right 30 seconds down the street. You go around and you get back on Coral Way. There's actually a crosswalk there as well. So, we're going to have two roundabouts, so many crosswalks. Anyway, we have to think about that area.

Mayor Lago: Ms. Carbonell, will you do me a favor? Will you finish your statement?

Ms. Carbonell: Yes, I will.

Mayor Lago: Thank you.

Ms. Carbonell: And again, I mentioned about the accident statistics. It's like less than one-thousandth of a percent if we aggregate the numbers. So, again, on behalf of the Historic Preservation Association, I ask the Commission to please affirm the Historic Preservation's recommendation to deny the design approval. Thank you.

Mayor Lago: Thank you very much. Mr. Clerk.

City Clerk Urquia: On Zoom, we have Ms. Sheryl Gold.

Mayor Lago: Ms. Gold, the floor is yours.

Sheryl Gold: Good afternoon, Mayor and Commission.

City Attorney Suárez: Mayor, excuse me, she hasn't been sworn in so...

City Clerk Urquia: Ms. Gold, can you please raise your right hand? Do you swear or affirm that the testimony you will provide today will be the truth and nothing but the truth, ma'am?

Ms. Gold: I do.

City Clerk Urquia: Thank you.

Ms. Gold: Good afternoon. Thank you for the opportunity to address you on this very serious subject. I already spoke at the Historic Preservation Board and at the Transportation Advisory Board. So, this is my third appearance on the same subject. And today I feel so strongly about

this that I am calling in from New York to give testimony. I want to share with you my perspective as a resident that lives around the corner from the intersection. I reside at 721 Biltmore Way. And also as a lifelong historic preservationist, who actually was instrumental in getting an entire single-family neighborhood designated historic. It was the Carl Fisher Subdivision over on Miami Beach. So, I think that that demonstrates my commitment to historic preservation. But I want to point out, and I'm glad that I'm following Karelia, because I recently resigned my membership from that organization because I find the leadership taking increasingly extremist positions that don't necessarily represent the preferences and views of historic preservationists. So, Mayor Lago always encourages us, the residents, to come with our concerns and at the same time bring solutions. I think I've adhered to that approach every time I've come to this Commission. What I find terribly disturbing about the position of the Historic Preservation Association is that they don't come with any solutions. They're just criticizing. They are not appreciating the fact that none of the structures will be disturbed. The landscaping will be enhanced and the integrity of the historic grid. We can't be frozen in time and say that we have to live with conditions that no longer provide public safety. And as far as I understand it, and this is, I guess, the strongest message, is that public safety is the number one responsibility of government. So, I encourage you -- and I like what I've heard so far from the Commission members -- to approve this County proposal, which will mitigate for the accidents which have been minimized by Karelia, but actually probably accounts for about 200 over the last 20 years. But one fatal accident would justify this. So, I think that we have to do what's in the best interest of the entire community, because it's not just the residents like me and Maritza Jacobson that experience this unsafe condition on a daily basis, but it's really the whole entire community. So, we will be helping out all of the drivers and pedestrians that have to go across this dangerous intersection. Thank you so much for your consideration.

Mayor Lago: Thank you, Ms. Gold. Mr. Clerk.

City Clerk Urquia: That's it, Mr. Mayor.

Mayor Lago: All right, with that being said...

Vice Mayor Anderson: One more comment.

Mayor Lago: Madam Vice Mayor.

Vice Mayor Anderson: I just want to point out, if you have the drawing up in front of you, in addition to providing pedestrian crosswalks here, it's also going to increase the green space next to the sidewalk, and if any of you have walked along -- and I don't remember the name of the building here -- it's right on the edge of the asphalt. So, all this will be green space. All this turn lane here will be green space, which will provide an additional buffer to the historic structures and the little water feature that we have here. The ornaments themselves that are additional ornaments that are historic are way back here underneath the canopy. So, that'll be an addition there, and there'll be more green space here as well. So, those are some things that may not be so apparent to you when you've seen this presentation. I want to make sure you're aware of those.

Mayor Lago: Commissioner Menendez.

Commissioner Menendez: I just want to mention -- well, Mr. City Clerk, do you have the image I just sent you?

City Clerk Urquia: Yes, sir. Yes.

Commissioner Menendez: I love our history. That's Miracle Mile Coral Way looking east from City Hall.

Vice Mayor Anderson: Wow.

Commissioner Menendez: That photo's 1940s. One thing you don't notice are the medians. At best, there's a white line.

Vice Mayor Anderson: Or trees.

Commissioner Menendez: Or trees. But today, right now, safety. Trees are good though. And I assure you once Miracle Mile became Miracle Mile, they realized that there were probably plenty of accidents without a proper median. And the City, even back in the day from George Merrick's time, we've always done things to improve our roadways, even that intersection, to make it safer. And now we have a beautiful median and the safety traveling up and down Miracle Mile is much better than it was when that photo was taken. My point is, Coral Way is historic. Miracle Mile is historic. But the value of life throughout our history has been in the forefront. If we were able to modify Miracle Mile and Coral Way over the years to make it safer, I think we can make this intersection safer without really tainting our history, but actually preserving life.

Mayor Lago: Mr. Manager, will you do me a favor? Will you make sure that when the City finalizes these plans that we've discussed with the Commission and obviously the neighbors, you know, the exact tree that's going to be chosen on the median, any of the shrubbery, the lighting, so everybody's aware, that nobody's caught off guard. And also, there's going to be pavers, correct? Some sort of paving system around. There's not going to be pavers around the median?

City Manager Iglesias: My understanding is there's no pavers.

Mayor Lago: Around the median? Around the median there is. Yeah, in the center. In the center of the median. Now we make sure that those pavers are, you know, as Coral Gable style as possible. Understand what I'm saying? I don't want super-hot yellow or pink or any -- let's do things that are subtle, that match the historic pillars, something that looks good, tasteful. Kind of when you look at our speed humps, they're tastefully done. We've gotten a lot of compliments from other cities after they've done theirs that ours are a little bit, you know, higher quality. They cost a little bit more, but again, we're going to do a circle -- if we're going to do a circle and it gets

approved today by the Commission, you know, I'd rather just upgrade those simple features that will put the traffic circle in a more tasteful outlook in regards to the City. And maybe you can come back to the City and say, listen, Vince, to upgrade the pavers -- the Commission, to upgrade the pavers is X amount of money it's going to cost the City, or the lighting and the tree. You know, there's a lot of things that we could do there instead of just putting some palm trees. We could put some beautiful flowering trees, something -- a bougainvillea, something could be nice, it could be something significant that would bring a lot of life to that.

City Manager Iglesias: We can certainly do that, Mayor. We can take -- look at the pavers not in the median but in the circular area. And we can look at the landscaping and we're looking at the lighting right now so that we can make sure that those really comport to what -- to what we -- what our branding is.

Mayor Lago: (INAUDIBLE).

City Manager Iglesias: (INAUDIBLE) implement a historical aspect also.

Mayor Lago: Our brand, perfectly said. Commissioner.

Commissioner Fernandez: The other thing, along the same lines that we were saying, is it possible instead of doing pavers to maybe do coral rock there? Since it is a smaller space, would it be possible to do coral rock so that it's more historic? As far as the historic concerned -- and I'll leave you with that question. I don't think you'll have an answer for it, but as far as the historic aspect, I understand the value of the historic, but as Commissioner -- Vice Mayor Anderson was saying, I think there's going to be more protection for historic features with the addition of the landscaping in the front. It's also not going to be very invasive. It's really following along the same lines of where the roadway currently is. So, we're not going to see a major change. I personally have had two near misses trying to cross that road on my golf cart. And like the lady was saying, somebody sped up as I was trying to cross because they were upset that a golf cart was trying to cross. This is a very dangerous intersection. And I understand there are also some concerns with the flow of traffic. I don't think there's going to be a major issue with the flow of traffic. We don't have a lot of north -- north-south travel, which also would not make it open for a four-way stop. So, I think this will actually be very complementary to the rest of the City's master plan in this area.

Mayor Lago: So, with that being said, if there's no further comments, I'd entertain a motion.

Vice Mayor Anderson: I'll move it.

Commissioner Menendez: Second.

City Attorney Suárez: So, just to be clear, it's a motion to approve the Special Certificate of Appropriateness.

Vice Mayor Anderson: Yes.

Commissioner Fernandez: Yes.

Commissioner Menendez: Yes.

Vice Mayor Anderson: Yes.

Commissioner Castro: Yes.

Mayor Lago: Yes.

(Vote: 5-0)

Mayor Lago: Thank you very much.